

**City of Issaquah**  
**Major Development Review Team (MDRT)**  
**Administrative Site Development Permit**

**NOTICE OF DECISION**

**TO:** Jeff Parker  
Safeway, Inc  
1121 124<sup>th</sup> Ave NE  
Bellevue, WA 98005

**SUBJECT:** Administrative Site Development Permit for Block 1, Issaquah Highlands

**Number:** ASDP11-00007

Decision Date: February 6, 2012

**Request:** Application for an Administrative Site Development Permit for 47,269 sq.ft. grocery building (44,543 sq.ft. building with a 2,726 sq.ft. mezzanine) on Block 1 containing 2.63 acres. The project consists of a single 1-story grocery building. The proposal also contains surface parking (153 stalls) and landscape.

**Location:** Block 1, Development Area 4 of Issaquah Highlands, bordered by:  
*South:* NE Ellis Drive; Lot 4E (future unknown uses)  
*East:* Highlands Drive NE; Block 17A (High Streets retail – SDP approved, only infrastructure improvements permitted)  
*North:* NE Federal Drive; Block 2 (future unknown uses)  
*West:* 9<sup>th</sup> Ave NE; (owned by Microsoft, SDP has expired)

**Decision:** On February 6, 2012, the MDRT approved the Administrative Site Development Permit application. Approval of this application is based on the original October 3, 2011 submittal and November 18, 2011 resubmittal, and is subject to the following conditions:

**NOTES**

1. If any of the Conditions or portion thereof is declared invalid or unenforceable, the application must be remanded to the Responsible Official for reconsideration and evaluation for consistency and appropriateness of the remaining Conditions.
2. Appeals may be filed by the applicant, the City Responsible Official, property owners within three hundred feet of the proposed action, or other persons claiming to be directly harmed by the proposed action within 14 calendar days after the Responsible Official issues the decision and mails it to the applicant. Appeals shall meet the Criteria identified in Section 8 of Appendix L of the Development Agreement and follow the process identified in that Section.
3. Any major change (as determined by the Responsible Official) to the approved site plan or accompanying submittal information may require a revision to this ASDP or a new ASDP review and decision. Less substantial changes may be approved administratively by the Responsible Official.
4. Building, utility, and sign permits will not be approved unless all applicable Conditions of this Notice of Decision are satisfied to the satisfaction of the Responsible Official.
5. This action does not indicate nor imply that any development activities may occur without the required permits being issued.
6. This ASDP approval expires three years from the Decision Date or as otherwise provided by IMC 18.04.220.

## **Entitlement**

1. This permit will be for Original Entitlement of Allowable Development for Commercial.

## **Site**

2. In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement, such as but not limited to access, fire circulation, parking, and landscaping requirements, and minimizes construction impacts to adjacent neighbors.
3. Unless expressly identified, approval of this ASDP application does not modify any City or Issaquah Highlands Development Agreement standards which are in conflict with elements of the ASDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M of the Development Agreement.
4. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this Decision shall be resolved by the Responsible Official, utilizing the Staff Report, and in consultation with the applicant, at the time of the future application (e.g. Building, Utility, Sign Permits).

## **Landscape**

5. The required parking lot screening along 9<sup>th</sup> Ave must be:
  - enhanced with additional pedestrian friendly elements beyond the minimum 3 ft wide, 3 ft tall evergreen hedge;
  - entirely on Block 1 and not extend into the ROW;
  - substituted with a wall located entirely on Block 1; or
  - or another proposal which meets the intent of the Development Agreement and is approved by the Responsible Official.This will be reviewed with Utility or Building Permits.
6. Street trees may only be removed due to entry drives and not for signage. With the City Arborist's supervision, trees may be limbed and trimmed to improve signage visibility; or, relocated along the frontage to create visibility vistas as long as tree health is not compromised.
7. The applicant shall locate trees in parking lots to ensure their protection from vehicles at maturity. Protection might be provided by curbing, tree placement, tree guards, etc....
8. On future landscape permits, trees and shrubs shall be appropriately scaled for the location in which they will be located and the mature size of the

- plant. Use symbols representing about 85% of the mature plant's size to facilitate City review.
9. Alternative parking lot landscaping provided to comply with AM04-020IH will be confirmed with construction permits. The applicant shall place the trellises adjacent to Federal Drive over the sidewalk rather than over the parking lot.
  10. The architectural feature in the northwest corner of the site must increase visual interest and substitute for the missing building corner. The currently proposed element does not appear sufficient to achieve this. It should use components similar to those proposed at the northeast corner, though the northwest element does not have to be functional, i.e. provide a plaza and seating.
  11. Any tree located within 4 ft. of a public street, curb, sidewalk, or similar publicly owned and maintained paving must have at least 10 lineal feet of root barrier placed adjacent to pavement.
  12. Prior to the issuance of any construction permit, existing street trees shall be protected in place during construction.
  13. Evergreen trees shall not be used in the parking lot unless they can be sited in large planting beds away from parked cars.
  14. A preliminary landscape review occurred with this permit submittal. More detailed, joint ARC/MDRT review will occur with the landscape permit; the applicant must comply with the ARC's landscape review comments. The following are preliminary landscape comments:  
Landscape for the site must comply with the Traditional Townscape standards, e.g. formality of selected materials.
  15. Compliance with the water conservation standards shall be evaluated as part of the Utility Permit for landscape.
  16. If the project is built in phases or construction is delayed, interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.
  17. At the time of submittal for a Utility Permit for landscaping, the applicant shall submit a landscape maintenance plan consistent with the requirements of Appendix D (Landscape Management and Restricted Materials for the protection of Groundwater, Section III.A) and Issaquah Highlands best management practices. All landscape maintenance shall comply with these maintenance requirements.

## **Pedestrian**

18. All vehicular entries to the site must be designed as driveway entrances using standard curb ramps. All grade transition for the driveway entry shall occur in the planter strip area. The east/west driveways are limited to 27 ft and north driveway to 24 ft of width with 2 ft wings on either side. All driveway access shall comply with City Standard T05, not Standard T06, as referenced for some vehicular entries in the application.
19. The east/west pedestrian route north of the building will be reviewed as a Neighborhood Trail. The width will be 8 ft wide but may be reduced to 6 ft for pedestrian-oriented elements such as reserved seating and outdoor displays. However, no more than 50% of the trail may be reduced to 6 ft. These pedestrian elements as well as the raised planters and other pedestrian oriented elements can stand in for the landscape borders. Cart storage is not a pedestrian oriented element, and should not infringe on this space. Borders are not required on this trail.
20. For the loading dock/service area on Ellis Drive:
  - Where pedestrians are in proximity to the exterior edges of the loading dock/service area, the applicant shall provide design and materials that are pedestrian friendly. This performance standard will be met through using materials that are visually and texturally interesting at a pedestrian scale. Long unbroken use of a single material will not meet this standard, unless supplemented with architectural relief, artwork, or additional plant materials etc....
  - Provide architectural treatment of the loading dock entrance, including the panel spanning the opening as well as either side of it.
  - Extend the walls as far as possible to screen the loading dock as much as possible.
  - Provide other measures to reduce the impact of the loading dock on and improve the experience of the pedestrian such as a green wall along the backside of the loading dock.
21. The paved area from the front of the store to the planters at the end of the parking lot drive aisles should be designed to intuitively assist pedestrians and drivers in understanding how to use the area. Along the east/west drive and walkway, the applicant shall provide elements at the edge of the drive to minimize the chances for drivers leaving the driving surface and to alert people to the edge of the pedestrian zone. Currently the application proposes a combination of bollards and raised planters along this edge. These are acceptable and suitable elements. In addition to these elements, the paving in this area shall include elements to alert the pedestrian to the edge and drivers to the various activities in their zone, i.e. the east/west drive is sized for two travel lanes and a standing area. Techniques include paving color, material, and/or textural and pattern changes. Continuous truncated domes or other roadway detectable warning devices are not

appropriate. They may be appropriate at specific locations where a pedestrian is directed to cross the street, such as at store entrances. The design should also recognize that pedestrians will be crossing throughout this area and cues should be given to the driver that this is a pedestrian/vehicle interface zone.

22. Other than building mounted lighting, no lights in the parking lot shall be taller than 15 ft., unless otherwise approved by the Responsible Official.
23. All exterior staircases and walkways shall be at least 5 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc. Where narrow planter beds are adjacent to walkways, plants shall be selected whose mature size will not impact the walkway width. There shall be at least two steps in each stair and they shall be generally level. Planter beds adjacent to walkways, shall select plants whose mature size will not impact the walkway width.
24. Show street furniture on the appropriate utility or building permits. Benches shall be located where they will be used and useful.
25. Weather protection shall be provided at each primary building entry.

### **Buildings and Urban Design**

26. Provide architectural treatment for vehicular entrances to minimize their presence to the pedestrian while not obscuring their presence to drivers.
27. Design buildings with strong, iconic, and/or interesting corners at intersections. This could include the height of the corner portion of the building, its shape (in contrast to the rest of the building), colors and materials, weather protection, etc.... At an ASDP level of review, the design complies.
28. Blank walls shall be avoided, especially at the pedestrian's level; if necessary, articulation or other features shall be provided. Appropriate articulation and features include doors, windows, building articulation, and/or other architectural features to create an interesting and varied environment. At an ASDP level of review, the design complies.
29. Elements extending into right-of-way shall conform to the requirements of the *Issaquah Highlands Sidewalk Use and Design Standards and Guidelines*, revised in June 2007, and will be reviewed with the Building Permit. At an ASDP level of review, the design complies.
30. Weather protection will be generally provided along the primary pedestrian routes (Highlands Drive, east-west pedestrian route, 9<sup>th</sup> Ave). Weather protection shall be at least 8 ft above the sidewalk and extend at least 6 ft over the sidewalk and no more than 12 ft above the sidewalk and

extends at least 8 ft over the sidewalk. For heights in between 8 ft and 12 ft, the minimum extension over the sidewalk shall be extrapolated between 6 ft and 8 ft of extension over the sidewalk. At an ASDP level of review, the design complies.

### **Parking**

31. Prior to issuance of a building permit, update regional parking map (AM07-008IH) to be consistent with the parking counts of this permit and the regional parking maximums.
32. Thirteen bike parking spaces are required. Bike racks shall be distributed throughout the site for use by employees and customers, and some must be in covered locations. The bike racks shall be positioned to not block sidewalk, walkways, entrances, parallel parking, etc... as well as to function when full of bicycles; the racks shall likewise be accessible when adjacent activities, such as parking are occurring. Final bike rack locations must be shown on Building or Utility (e.g. landscape) Permit. The actual number of bike parking spaces may be adjusted by the final square footage.
33. With permits for construction, clarify how required loading of 1 Type A and 1 Type B is accommodated on-site, or provide additional information on actual loading needs.
34. Consider providing parking spaces for motorcycles, super sub-compacts, electrical vehicles, etc.... If provided, these spaces shall be specifically designated.
35. The number, type, and location of ADA compliant parking spaces is not approved by this permit and shall be reviewed by the Building department during the building permit review. The applicant should meet with the Building Official prior to the submittal of any construction permits to confirm the number and distribution of ADA parking stalls.
36. Adopted standard stall dimensions shall be the maximum; adopted compact stall dimensions shall be the minimum. Stalls smaller than standard stall dimensions, in one or both directions, shall be considered compact stalls.
37. Drive aisles, drives and vehicular routes, where cars will not be backing out, will be only 20 ft wide; where all standard or a combination of standard and compact stalls are located, drive aisles will be 24 ft wide; where only compact stalls are located on a drive aisle, it may be reduced to 22 ft, though for design simplicity the drive aisle may be 24 ft wide.
38. Parking stalls which have low landscape or additional hardscape at the head of the stall, may reduce the paved portion of the stall length by up to

2 ft as long as the car can overhang the landscape or hardscape by an amount equivalent to the reduction. The overhang shall not impact pedestrian walkway widths or the proposed landscape. This shall be clearly indicated on all building or utility permits. Wheel stops may not be used in combination with curbs. Landscape in appropriate locations may be counted to the 10% parking lot landscape requirement.

### **Roads and Drives**

39. Right-of-way improvements will comply with the approved standards (AM02-003IH through -005IH) or be modified. Sidewalks must provide the 8 ft minimum width, except where right-of-way use is allowed. Limit the landscape intrusions into the right of way along the east side of the parking to 8-10 linear feet rather than the 20 ft shown now.
40. All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the MDRT such as for fire access or some other unique circumstance, and shall comply with city standard details. No extruded curbs are allowed. All curbs must be 6 inches in height per T-38.
41. All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes) and generally point toward the curb ramp on the opposing side. The applicant shall use truncated domes per WSDOT and ADA guidelines.
42. "No Parking" or "No Parking, Fire Lane" signs, as appropriate, shall be installed during construction.
43. Provide a 30 mph speed limit sign on Highlands Drive, north of the driveway.

### **Utilities**

44. Add stormwater control facilities in the Truck Dock and Ramp area, either using catch basins or troughs drains.
45. All fire hydrants shall comply with City Standard details, notably, hydrant runs (the section of pipe between the hydrant and water main) shall not include bends. In addition, all hydrants runs shall be perpendicular to the water main.
46. The relocated street light to the west of the NE Federal driveway cut shall be relocated to the east, as close to the driveway ramp, as possible.
47. All future Utility Permits must include a summary of the amount of off-site water, stormwater and sanitary sewer capacity that is used by this application. The water shall include Max Day Demand and max fire flow, stormwater shall include the 5, 10 and 100-year peak flow rates, and the

sewer shall include Average Dry Weather Flow and Peak Wet Weather Flow.

48. All dry and wet utility vaults, meters, equipment, and appurtenances (including FDCs and PIVs) are assumed to be shown on the ASDP submittal. Anything not shown on the ASDP submittal is assumed to be located within the structure. Any revisions or additions to what is shown in the ASDP, and approved or conditioned, outside of the structure require a modification to the ASDP, except fire hydrants.
49. Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... should take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On all subsequent permits, utilities and their necessary easements shall be shown.
50. The lighting plan shall maintain lighting at the minimum necessary for safety, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting. This may include fixture selection (e.g. cut off, lenses), fixture location, turning off fixtures late at night/early in the morning, etc.... The lighting plan shall comprehensively address building, street, parking lot, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting), including adjacent street lights. Low wattage decorative fixtures such as sconces or porch lights may be excluded from the calculation. No uplighting is allowed. Bollards may not be the only lighting for the pedestrian zone in front of the store.
51. All existing unused water stubs shall be removed at the main.

### **Miscellaneous**

52. If an emergency generator is proposed, all fuel storage and delivery systems shall have secondary containment systems meeting the same standards outlined in the Sixth Amendment to the Issaquah Highlands Development Agreement (approved for the gas station site). The areas surrounding the fuel storage systems that might receive contaminated stormwater during a leak or spill must be designed to contain all of the fuel stored on site.
53. The Utility Permit submittal must include street signage on Highlands Drive that alerts drivers to the possible presence of delivery trucks maneuvering in the Ellis Drive right-of-way. Language would be similar to "Watch for trucks maneuvering in Ellis Drive."



54. Signs will require a separate permit. Note that per the 7<sup>th</sup> Amendment to the Development Agreement, the store, as proposed, would qualify for additional signs:
  - Primary signs on both east and north sides of the building
  - The primary sign on the north side of the building may be equally divided between the two signs associated with each entry.
  - Additionally two secondary signs are allowed.
  - Consider a projection sign at the northwest corner of the building to improve sign visibility.
55. The concrete plaza on the northeast corner of the site shall be constructed with a full-depth cold joint in the concrete surfacing at the property line.
56. A two-foot maintenance and repair easement shall be granted prior to Certificate of Occupancy. However, where and if a building or wall is located at the back of sidewalk, the easement is not necessary.
57. All mechanical equipment, utilities, appurtenances, etc... shall be screened. Equipment, above-ground utilities, appurtenances, etc... shall be located away from pedestrian areas, with at least enough distance to allow landscape screening. Equipment located on rooftops including HVAC and mechanical equipment shall be fully screened from view both above and below.
58. All development within the Property is encouraged to pursue sustainable development strategies (such as those included in the LEED certification program) and energy efficient design. If LEED certification is not pursued, the applicant shall provide the City with a report documenting how the development of this project enhanced the sustainability of the community. This report shall be submitted prior to Temporary Certificate of Occupancy for the Building and completed prior to Certificate of Occupancy.
59. The following Eastside Fire and Rescue conditions shall apply to future permits:
  - Underground vaults in fire department access locations shall be designed to support fire department apparatuses. (HS-20 Standard). Point loads for outriggers shall be designed to support 10,800 pounds per square foot.
  - A Fire department connection shall be installed within 50 feet of a fire hydrant and on the same side of the street.
  - A monitored fire alarm system shall be installed per NFPA, Washington State Accessibility Code and Eastside Fire & Rescue requirements. Submit for Fire permit.
  - Install 5" Storz Fitting(s) for all new and existing fire hydrants within 300' of structure in commercial area and within 500 feet of structure in rural areas.

- Structure shall have a fire sprinkler system installed per NFPA and Eastside Fire & Rescue requirements. Submit for a Fire permit.
- Fire Sprinkler Supply Piping (starting from back flow device into the building including the FDC) shall be installed per NFPA standards. The installation shall be completed by a Washington State Fire Marshal licensed Level "U" contractor or NICET level III (minimum) contractor. Submit for a Fire permit.

60. The City's waste purveyor must review and approve the garbage compactor and waste facilities in the loading dock area, prior to building permit approval.

#### Reasons for Decision:

1. The purpose of the ASDP process is to ensure that proposed projects are:
  - consistent with Issaquah Highlands and City policies and regulations;
  - designed to harmonize with the neighborhood types;
  - designed with consideration of the site attributes (topography, wetlands, waterways, and views);
  - designed for the efficient and effective layout of the infrastructure; and
  - designed to achieve, protect, and enhance the character of Issaquah Highlands.Finally, the planning level review of the ASDP allows an applicant to obtain a land use decision prior to preparing detailed construction plans. As such, the plans are intentionally conceptual in nature and will likely receive further refinement and development during development of construction plans. Additional permits will be required for signs, buildings, and on-site improvements and utilities.
2. The proposal has been reviewed for its consistency with Issaquah Highlands' development standards. With incorporation of the conditions, the application is generally consistent with these standards including uses (Appendix B), stormwater (Appendix D), heights and setbacks (Appendix N), parking (Appendix O), landscape (Appendix P), urban design guidelines (Appendix S), and Trails (Appendix T).
3. The proposal has been reviewed for its consistency with previous approvals including the preliminary plat (PP02-004IH, Town Center) and the final plat (FP02-006IH). The application as conditioned is consistent with these permits. The preliminary plat, establishing these blocks, had a condition, Preliminary Plat Approval Condition #19, that required the incorporation of a pedestrian route through Block 1, connecting Highlands Drive and 9<sup>th</sup> Ave. The route must be attractive and an integral part of the site design of the adjacent area. The applicant has proposed a walkway across the front of the store. However, to clarify the intent and allow the grocery to have its entries on the north side, the walkway must be treated as a trail. The appropriate trail type is a Neighborhood Trail which is 6-8 ft wide and the application shows the route 6-8 ft wide. Normally trails have borders to ensure there is landscape present and to avoid a canyon like effect. However the building and east/west drive as well as raised planters will ensure the negative impacts will not occur. The two lots contained in Block 1 at the time of final plat were consolidated by LLA08-005IH.

4. Ellis Drive, Federal Drive, Highlands Drive, and 9<sup>th</sup> Ave are covered by the following modifications establishing their street standards:
  - AM02-003IH for Highlands Drive and 9<sup>th</sup> Ave (called just Highlands Dr or the SPAR couplet)
  - AM02-004IH for Federal Drive (called Park Dr in the decision)
  - AM02-005IH for Ellis Drive (called E Dr in the AMM)

In all three decisions, sidewalks are 8 ft wide and planter strips are 4.5 ft wide which includes the curb. In this current proposal, some planter strips are widened and in some areas sidewalks are reduced. Sidewalks can be reduced by right-of-way use but the proposal has sidewalk widths reduced extensively along Highlands Drive, especially by the parking lot. Instead of providing 20 ft long intrusions, reduce them to maintain more of the sidewalk at the full width. Intrusions of 8-10 ft will leave more than half of the sidewalk length at full width. Also note that the application assumes some changes to Federal Drive travel lanes which have not reviewed or approved by this permit.

5. Block 1 allows residential, retail, and commercial uses. Though heights were not included in this application, it appears that they are easily within the established limits. This will be confirmed with building permit. As no single family detached uses share the block with the non-residential uses, no setbacks are required.
6. AM01-008IH simplified the FAR limit for Development Area 4 by applying it on a district-wide basis while leaving unchanged the maximum allowable commercial development. This district-wide allowed density is a FAR of 1.5; if all of the Issaquah Highlands' allowable commercial and retail development, including the TDRs, was built in Development Area 4 there would only be a FAR of .5. All other scenarios reduce the FAR even more by spreading the non-residential development over a larger area.
7. When an ASDP is submitted, the entire development of the property must be shown, even if it will be built in phases. A project built in phases allows areas to be used for parking and other construction or temporary needs as well as timing construction to respond to the market. However, the City of Issaquah code requires that following grading, landscape must be installed no longer than 3 years after the grading occurs; a bond will be collected with the permit to ensure this landscaping occurs. Additional conditions may be necessary to ensure that sufficient services and facilities for functionality, safety, etc... are provided for each phase, e.g. landscape, parking, etc.... Finally, during the time that a site is undeveloped, installed landscape and its maintenance need to ensure that invasive plants do not become established.
8. Appendix O of the Development Agreement establishes parking quantity and dimensional requirements as well as parking for bicycles, loading, etc.... The original Appendix did not apply to Development Area 4 or the Expansion Areas. AM01-013IH modified Appendix O to expand its applicability to include these areas. The following table summarizes the required parking for the Block 1 proposal per the Development Agreement, Appendix O:

Use	Required Parking
47,269 sq.ft. (44,543 sq.ft. + 2,726 sq.ft. of mezzanine) Grocery/Convenience Retail over 15,000 sq.ft. GFA Max: 1 stall per 250 sq.ft. GFA Min: 1 stall per 350 sq.ft. GFA	189 (max) 135 (min)
Total Required Parking Spaces	135 - 189

  

Location	Provided Parking
On Site: Surface Parking (including ADA)	153
On-street Parking, all surrounding streets (no credits taken)	37
Total Parking provided/available	190

The on-site parking falls within the minimum and maximum allowed.

Additional parking requirements:

*On street parking:* up to 10% of required parking may be a parking credit on adjacent streets. The proposal does not count any on-street parking to meet its parking requirements.

*Loading:* For both Type A and Type B loading spaces, 1 per 30,000 sq.ft. of net sq.ft. is required. Thus 1.33 Type A spaces and 1.33 Type B spaces are required; the code provides no directive on fractions though Section 4.2.d directs that for off-street parking, fractions less than .5 are rounded down. Thus 1 of each Type A and Type B space is required. The applicant shows a loading dock which accommodates 1 Type B loading. It is unclear if it accommodates a Type A space; however, it is possible that the drive in front of the store may accommodate Type A loading. This needs to be further clarified with permits for construction.

- AM07-008IH (regional parking) created a parking plan for much of the retail and mixed use areas of and near High Streets retail. This AMM also allowed for cross use of parking (parking in one block, shop in another). Currently, the plan approved in AM07-008IH anticipates a maximum of 241 stalls in Block 1. However the maximum allowable parking is in fact 189 stalls. The tracking form must be updated to reflect the actual parking maximum.
- Four barrier free/van parking spaces are provided; the building department will need to determine if this is appropriate based on the IBC and ADA requirements.
- One bike parking spot per 12 vehicular required parking is required. With 135-189 parking stalls required by code, 11-16 bicycle parking spots would be necessary, with 13 required based on the parking provided. Bicycle parking is not treated regionally and thus follows the required parking as determined by use. The resubmittal shows two locations for bike racks that appear to meet the space requirements; this will be further reviewed with construction permits. Placement of the bike racks shouldn't impinge on adjacent uses such as walkways, entrances, parallel parking, etc... when the racks are fully used. Bike racks should also be located to encourage their use; thus covered bicycle parking as well as racks placed in useful locations are necessary.
- No parking appears to use the parking stall overhang detail.
- Up to 50—60% of required spaces may be compact; however, it is common at grocery stores to use only standard stalls to facilitate getting groceries into vehicles. No compact parking appears to be proposed.
- On-street parallel stalls are shown at 22 ft long and 7 ft wide. PUB01-020IH permitted the construction of this parking. No lengths were shown to allow adjacent land uses to determine the lengths needed for the anticipated turnover of parking. Typically parallel parking is 20 ft

in length and the applicant has indicated they will use that. However, parallel parking does not have to be striped as the City will not maintain the tick marks within the right-of-way.

- Motorcycle, super subcompact, and electric vehicle parking is not required; however, provision of these can sometimes be worked into small, leftover spaces, and avoid using a full size, vehicular space for a smaller vehicle.

9. Parking lot standards require drive aisles of a certain width to ensure cars have sufficient distance to back out of parking stalls. Where cars are not backing out, but using the drive aisle solely as a travel lane, the paved width only has to meet minimum travel lane dimensions. The minimum travel lane width, for two-way traffic, is 18-20 ft. The one exception in this plan is the east/west "road" which is allowed to be wider in anticipation of dropping off/pick up and other activities that may require cars to pass a standing vehicle, which in this circumstance would be 27 ft (20 ft total travel lanes plus 7 ft for standing vehicle). In addition, the standards for parking lots should be treated as minimums as well as maximums to balance both functionality and reduction of paved areas. Reducing paved areas while maintaining functionality is consistent with Appendix A principles, e.g. # 9: "adequate, safe, and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving." Note that one of the drive aisles is only 23 ft wide instead of the standard 24 ft; however, unlike a typical drive aisle with cars parked on both sides, the western aisle has landscape on one side which will allow backing cars' bumpers to overhang the landscape creating an effective aisle width of 24 ft.
10. Street standards for public and private roads are the same at Issaquah Highlands. With a few exceptions, only vertical curbs are allowed and extruded curbs are not. In addition, the curbline to the south of the driveway cut on Highlands Drive includes a note that indicates the curb height varies, probably to facilitate turning movements into the driveway (i.e. essentially encouraging drivers to clip the curb to the south of the driveway ramp). The tapered curbline does not discourage higher speeds at the driveway and does not enhance the pedestrian experience and pedestrian safety at this location. Furthermore City standards do not accommodate a variable curb height per T-38.
11. The applicant has proposed a woonerf and adjacent walkway to provide east/west vehicular and pedestrian routes through the site. Though the applicant calls this a woonerf, it is not as it isn't a shared surface; however, the proposal does include some of the design elements of a woonerf such as non-asphalt paving, no curbs, etc... with the same goal of designing a pedestrian oriented zone between the parking lot and the store front. Devices must be employed to protect pedestrians and communicate with drivers where they can and cannot drive. One level of this communication is the vertical elements such as bollards and raised planters. Another level of communication is the surface of both the pedestrian and vehicular zones. Color, material, texture, and pattern must be used to further highlight, especially to pedestrians, where they are crossing into vehicular territory as well as to assist drivers in understanding where the travel lanes and where the standing zone is. It appears the applicant has proposed some kind of notification, such as truncated domes such as those used in ADA compliant curb ramps, at the entries. A continuous strip of truncated domes would not be appropriate. Detectable warnings are necessary where a pedestrian is directed to cross the street, not when they are moving parallel to the street.

12. Right-of-way (ROW) Use Ordinance allows elements to intrude into the right-of-way when they improve the pedestrian environment. It appears there are many elements that take advantage of the ability to use the ROW: weather protection at the main entries and along building frontages, bike parking, planters, trellises. Generally, these are allowed, though a few are not consistent with the intent of the ROW Use Ordinance to create a public sidewalk that is a place of interest and activity as well as maintaining functionality. These elements that are not allowed within the ROW will be identified through conditions. Additional review and actions will be necessary with future permits and to comply with the standards and guidelines of the ROW Use Ordinance.
13. Per Appendix A, Issaquah Highlands is a pedestrian friendly and pedestrian oriented community where pedestrians receive higher priority than vehicles. Where cars and pedestrians cross paths, such as at vehicular drives, the design of these junctures must convey pedestrians' priority and minimize the impacts to pedestrians. This is accomplished by carrying the sidewalk through unchanged rather than making the pedestrian negotiate the drive as if it were a street. Standard T06, referenced for several entries, includes a dropped sidewalk section which is not consistent with the pedestrian orientation of the Issaquah Highlands community and does not promote pedestrian safety. Standard T05, though labeled "residential" is the appropriate standard, consistent with pedestrian orientation.
14. At the loading dock additional design considerations are necessary due to the great impacts of trucks and their turning movements. Per Appendix A, it is necessary that the loading dock functions and the applicant has indicated that the 71 ft curb cut is necessary; however, appropriate measures should be made to comply with pedestrian priority. For instance, providing architectural and landscape improvements to screen the loading dock. Since the opening must be wide for truck maneuvering, actions should be taken to reduce the impacts when trucks are not present.
15. While pedestrians are given priority, it should be clear to the driver and pedestrian about where, when, and how vehicles and pedestrians will interact. The east/west road combines design elements that assist drivers and pedestrians in understanding that it is a unique environment such as special paving and bollards.
16. Parking lot landscape standards require hedges to provide a more pleasant and defined edge for pedestrians adjacent to parking lots. The loading dock service area is a type of car oriented, parking area, similar to a parking garage. The design provides a structure with a vertical, defined edge, similar to the parking lot hedge. And like the hedge, some aspects of the proposal improve the pedestrian friendliness of the parking lot edge. In addition, the design and materials provided along the sidewalk adjacent to the loading dock should humanize the edges. Thus the design requires reduction of the visual impact as Appendix P's purpose states.
17. No Neighborhood Type is identified in the application; however, the applicant has indicated that this was designed to meet the Traditional Townscape Neighborhood Type and that is how it was reviewed. As Neighborhood Type's influence site layout, building design, landscape etc..., all elements reviewed in an ASDP, it is necessary to use a type when reviewing the project's design. If another Neighborhood Type was actually used by the

applicant, it is necessary to reevaluate the submittal. The proposal complies with most of the Traditional Townscape guidelines: most buildings have no or minimal setbacks, driveway and curb cuts have been kept to a minimum number and are located away from corners, off-street parking is screened, through block pedestrian access ways are provided. There are a few aspects of the proposal that are not entirely consistent with the UDG. These are addressed elsewhere in the conditions and Reasons for Decision.

18. Appendix S directs that “through-block pedestrian access ways ... should be ... treated architecturally...” and where vehicular entries interrupt the street frontage “...they should be ... treated architecturally ....” These guidelines indicate that additional architectural elements should be introduced where the walk and drive intersect with the adjacent streets.
19. Another element in a pedestrian friendly or oriented community is visual interest. Blank walls create a dull pedestrian environment, discouraging pedestrian activity. Thus avoiding unrelieved expanses of wall is necessary. Also Appendix S states: “To avoid a repetitive streetscape, building facades that are visible from public spaces should include features that provide differentiation such as varied types and colors of materials and architectural embellishments and treatments to minimize blank walls and reduce bulk and massing.”
20. One element of the Traditional Townscape neighborhood is “clearly identifiable main building entries.” The application shows, at the northeast corner, an entry on each façade. In addition, there another north facing entry west of the center. Sht A2.0 shows weather protection, changes in roof height, and other elements that communicate that these are the location of the entries. In addition, entries are required to be located on pedestrian facilities, not facing parking lots. However, the requirement to provide an east/west pedestrian route satisfies this requirement.
21. Pedestrian priority is created not just in the ground plane but also by the design and selection of many site and building elements. For instance, lights heights should be pedestrian scaled at no more than 15 ft.
22. Driveway widths are one factor in driving speeds. The driveway should be as narrow as possible to function while promoting low travel speeds as encouraged by Appendix A. In addition preliminary plat Approval Condition #22 reads: “Driveway cuts to serve the uses in the plat should be reasonably narrow, i.e. to accommodate the drive’s function while minimizing vehicle speeds and interruption to the sidewalk. Driveways shall be consolidated wherever possible and practical.” The applicant is showing 27 ft consistent with the internal road width. For other driveways, such as the one off of Federal Drive, the minimum for a commercial driveway width of 24 ft is sufficient and there is no reason why this drive should be wider as it will create a safer environment for pedestrians.
23. Weather protection is shown at each entry which is consistent with Appendix S. Awnings, canopies, or a similar element must be provided at each pedestrian entry and between 8 and 12 ft above the walkway, with corresponding widths (6 to 8 ft of depth) to ensure functionality. This is consistent with both Appendix S as well as Appendix A’s pedestrian priority and “*create design features to mitigate for the rainy season, extending pedestrian functioning beyond the sunny days.*”

24. The landscape is regulated by both Appendix P and the Urban Design Guidelines. Primarily this permit is effected by the parking lot landscape requirements. Sheet L1.1 indicates that the parking lot contains 48,965 sq.ft. of parking lot, thus requiring 4,897 sq.ft. of landscape; the chart on this sheet indicates 3,881 sq.ft. of landscape are provided internal to the parking lot. However, other features provide alternative methods for meeting the requirement per AM04-020IH. The applicant has indicated that they are using this alternative method, however, detailed review will occur with construction permits.
25. As 153 parking spaces are provided, 26 trees are required, and at least 26 are provided; however, a few of the trees are paired in planters. With the review of construction permits further review of the tree types and placement will be reviewed. Also the 7<sup>th</sup> Amendment to the Development Agreement eliminated the requirement to provide evergreen trees in parking lots. It does not appear that the locations proposed can be used without compromising the functionality of the parking spaces; however, if the applicant desires evergreen trees, their use can be reviewed with future permits. It also appears the tree wells for the parking lot trees meet the minimum size and this will be confirmed with construction permits.
26. Parking lots adjacent to pedestrian routes require a hedge 3 ft tall and 3 ft wide. The applicant has done this on all three relevant sides of the parking lot; however, the hedge is, in some locations, placed within the right-of-way. This is allowed by the ROW Use Guidelines if the use improves the vitality and activity of the pedestrian environment.
- Federal Drive:* The applicant is providing a hedge that extends into the ROW a varying amount due to a non-orthogonal property line. Though the hedge itself doesn't improve the pedestrian environment beyond the minimum hedge requirement, the applicant has provided trellis elements, which extend into the ROW as well as corner treatments that also improve the pedestrian environment. In particular the northeast corner is designed to provide a strong architectural substitute consistent with the Traditional Townscape neighborhood type and as a point of respite and entry for pedestrians into and out of the parking lot or for someone who needs a place to sit as they walk home with groceries. The northwest corner falls short of adding to the pedestrian environment, based on the limited information provided. The corner is predominately landscape with an "architectural feature and sign." The architectural feature must add to the visual interest and provide a strong corner, consistent with the Traditional Townscape character. The northwest corner should relate architecturally to the architectural feature and plaza in the northeast corner, but doesn't not need to duplicate the functions such as the plaza and seating.
- Highlands Drive:* this frontage provides an elaborate landscape and architectural element combination that replaces the missing streetwall and nicely frames sidewalk. The hedge is incorporated into this design.
- 9<sup>th</sup> Ave:* This frontage provides the 3 ft wide required hedge but a foot of it is placed within ROW. No additional elements are provided beyond the minimum which doesn't enhance the pedestrian environment in a manner consistent with the ROW use requirements. The applicant may either provide additional elements that enhance the pedestrian character or place the hedge entirely on their property. One method to do this would be to build a wall as a substitute for the hedge which could likely be accommodated within the available 2 ft on-site.



27. The applicant proposed to remove four street trees beyond those necessary for entry drives. These were removed to improve visibility of signs in the following locations: southeast corner (1 tree), eastside by entry (2 trees), westside by entry (1 tree). While it is important to clearly identify the store's occupant so that pedestrians and drivers can make smart, timely decisions, it doesn't appear necessary to remove trees to achieve this. Furthermore, there's no basis in the Development Agreement for doing so; however, the applicant can propose to relocate the street trees along the block's frontage.
- For northbound traffic, a sign on the southeast corner of the building will identify it and driver's sight line from the east will decrease the likelihood that the tree will interfere with visibility. Street trees have already been held back from block corners to allow for special architectural treatment (see next Reason). If necessary, with oversight from the City's Arborist, the tree proposed for removal can be limbed and trimmed to enhance visibility.
  - For southbound traffic, the applicant has proposed to place a architectural element at the northwest corner which will be the support for a store sign. This will facilitate identifying the block's use, without necessitating tree removal. Also the applicant can choose to use signs that are more visible such as Projection Signs.
28. When the streets were designed within Development Area 4, the developer chose to hold back the street trees from the intersections to allow the building corners' to have a strong presence. This necessitates buildings which respond to the building exposure created by the street tree placement. Based on the information submitted it appears the proposed building achieves this; it will be further reviewed with construction permits.
29. Landscape in a Traditional Townscape neighborhood has "...an element of formality." Generally the planting configuration seems sufficiently formal however some of the selected plants appear to have an informal character. (This is the challenge when designing both a Traditional Townscape neighborhood and sustainable landscape which tends to emphasize native plants; however, about 25% of the plants can be inconsistent with the guideline) Landscape screening is only expected between incompatible uses and no buffers are necessary between any uses in Development Area 4.
30. The applicant has proposed to add planting beds between the street trees along Highlands Drive along with a "courtesy strip," that is a narrow strip of paving between the curb and the planting bed, to facilitate people exiting cars. This additional landscape will improve the pedestrian experience and should be planted in a manner consistent with Traditional Townscape. Since the street standards allow either tree wells or planting beds, this is consistent with the street standards.
31. The right-of-way, as a publicly owned and maintained facility, must meet certain minimum design requirements to ensure that the construction is durable. Thus extruded curbs are not allowed and root barrier must be installed adjacent to it.
32. While the applicant is not using the parking overhang provision, it may be useful as construction documents are prepared; that is allowing cars to overhang into landscape or hardscape. The paved length of the stall can be reduced up to 2 ft by moving the sidewalk or landscape out to where the wheel stop would be traditionally located, effectively widening the sidewalk or landscape bed. If the car overhangs into a walkway, there must be at least 5

- ft. available if the project was fully parked. In addition in some cases, landscape adjacent to the walkway, curb ramps, or other elements may impinge on the walkways and decreases the walkway to less than 5 ft. At utility or building permit, we will confirm that a minimum of 5 ft. of walkway width is available.
33. Trees provided in the parking lot are located in planters with curbs such that car might not damage the tree, even at maturity. However, the likely overhang and dimension of the tree will be reviewed with the construction permits.
34. Publicly maintained facilities must not be damaged by actions taken in association with this permit. For instance:
- While street trees and other landscape materials are essential to a pleasant, urban pedestrian environment, proper installation is necessary to ensure that publicly maintained facilities are not damaged by tree root systems. Root barriers, in conjunction with other installation techniques, reduce the impact that these plant materials can have on public facilities.
  - When completed, the plaza at the intersection of Highlands Drive and NE Federal Drive will invite pedestrians to gather and rest. This area is designed to have a seamless transition from the public right of way to the private parking lot. However, future maintenance might be required that necessitates removal or repair of the concrete plaza or sidewalk by one property owner without the intent to damage or impact the adjacent owner's surfacing. A full-depth cold joint should be constructed at the property line to allow independent maintenance and repair.
35. No emergency generator was shown in the application but the need for it is likely. Appendix D of the Development Agreement restricts hazardous fuel storage to protect the aquifer, thus constraining the fuel storage systems for an emergency generator. Natural gas is not an aquifer contamination hazard and may be used without restriction. Diesel or other volatile liquid fuels are a hazard and must be managed appropriately. The design must provide the same level of spill protection and spill response capability as that provided for the gas station site (as defined in the Sixth Amendment to the Development Agreement) and per AM11-00006. Restrictions on noise levels associated with an emergency generator are covered by existing code and will be conditioned with permits allowing the generator, if one is proposed.
36. This application does not include detailed grading plans for the driveway intersection on NE Ellis Drive nor for the Truck Dock and Ramp area. Without this information it is impossible to determine if stormwater from private property will flow into public rights of way or if stormwater from public rights of way will flow into and possibly damage private property. Facilities should be added, or the grades configured, so that stormwater from one area does not impact the other areas.
37. The fire hydrant on the south side of the property, served from the water main in Ellis Drive, is shown with a 90° bend in the hydrant run. This configuration does not meet city standards and compromises the operation and maintenance of the hydrant.
38. Some utility stubs exist on site and were installed several years ago in conjunction with the adjacent roadway construction to allow the site to be serviced without cutting into the street system. If these stubs are not used they create an operation and maintenance problem.

Unused stubs are more detrimental to the long-term operation of the facility than the short-term street closure to remove any unused utility connections.

39. The proposed relocation of street light by the NE Federal driveway cut must be relocated to the west in order to align the NE Ellis Driveway with the drive aisle. This light is a part of a coordinated street lighting network and the relocation could negatively impact the lighting uniformity ratio on the roadway. The light, therefore, should be moved as little as possible and located as close to its original location as possible.
40. Utility capacity tracking is necessary to implement future building and utility permits and ensure that the existing infrastructure has sufficient capacity for the allowable development.
41. Identifying wet and dry utility vaults, meters, equipment, and appurtenances during ASDP review is just as critical as identifying buildings, landscape, pedestrian facilities, roads, and other elements as last minute additions or modifications can have significant site-wide implications. Changes to buildings, landscape, pedestrian facilities, and roads likewise require permit modification.
42. Access and equipment associated with wet and dry utilities are a necessary part of a functioning community. However, their presence does not enhance the overall project character and objectives. Screening and location can reduce the impact of these necessary elements, including on rooftops especially when uses will look down on them.
43. No lighting information was provided. Lighting review will occur with the building permit review. Appendix A's goals envision that this will be a sustainable community both in design and construction. A key aspect of achieving sustainability is lighting efficiency through the placement, design, and amount of light within the project.
44. Another way of creating a sustainable community is through building and site design. The master developer and City are working together to ensure that the community works toward this goal. Green building and sustainable building techniques shall be encouraged for this project; the applicant is currently intending to LEED certify their building and looking for ways to design a project that is sustainable. If LEED certification is not pursued, the applicant should demonstrate to the City how they have complied with this project goal described in Appendix A, Project Principles.
45. Copies of the submittal were distributed to City departments. Comments were received from Eastside Fire and Rescue (EF&R) and Issaquah Police Department. EF&R's comments were incorporated into the approval conditions and IPD's comments will be addressed as appropriate with future permits. With additional information on the waste collection, the design will be reviewed with construction permits. No comments were received from the Building, Public Works Operations, and Planning Departments.
46. Public notice was distributed as required. No comments were received.
47. The proposal is within the Project Envelope for Issaquah Highlands and so no further SEPA review is required per Appendix I.

February 6, 2012



Lucy Sloman, AICP, MDRT Planning Consultant

February 6, 2012  
Date

Attachment List:

1. Site plan: sheet A1.0, dated Sept 29, 2011 and received October 3, 2011

cc: Keith Niven, MDRT Program Manager  
Tim Diller, Port Blakely Communities  
Irma Doré, Port Blakely Communities  
Craig Ramey, Regency  
Vicki Stier, Port Blakely Communities

# Attachment 1

